

Memorandum



CITY OF DALLAS

DATE October 16, 2020

TO Honorable Mayor and Members of the City Council

SUBJECT **Interagency Transportation Report – October 2020**

Many agencies in the Dallas-Fort Worth Metroplex support the region's vast transportation network including the North Central Texas Council of Governments' Regional Transportation Council (RTC), the Texas Department of Transportation (TxDOT), Dallas Area Rapid Transit (DART), the North Texas Tollway Authority (NTTA), Dallas Fort-Worth International Airport (DFW Airport) and others.

The attached Interagency Transportation Report aims to deliver brief updates on these agency's efforts and their impact on the City of Dallas. This report is typically distributed monthly to the Transportation and Infrastructure (TRNI) Committee but is being provided directly to the City Council as this month's TRNI Committee meeting has been cancelled.

If you have any questions or concerns please contact Michael Rogers, Director of the Department of Transportation, at michael.rogers@dallascityhall.com.

A handwritten signature in blue ink, appearing to read 'Majed Al-Ghafry'.

Majed Al-Ghafry, P.E.
Assistant City Manager

[Attachment]

c: T.C. Broadnax, City Manager
Chris Caso, City Attorney
Mark Swann, City Auditor
Bilierae Johnson, City Secretary
Preston Robinson, Administrative Judge
Kimberly Bizer Tolbert, Chief of Staff to the City Manager

Jon Fortune, Assistant City Manager
Joey Zapata, Assistant City Manager
Dr. Eric A. Johnson, Chief of Economic Development and Neighborhood Services
M. Elizabeth Reich, Chief Financial Officer
M. Elizabeth (Liz) Cedillo-Pereira, Chief of Equity and Inclusion
Directors and Assistant Directors

INTERAGENCY TRANSPORTATION REPORT – OCTOBER 2020

RTC / TxDOT / NTTA / DART / DRMC / DFW Airport / HSR



RTC LEGISLATIVE PROGRAM

Prior to the October RTC meeting, NCTCOG staff hosted a RTC Legislative Workshop, where draft topics for RTC's Legislative Program for the 87th Texas Legislature were presented. Draft topics include ensuring the fair-share allocation of funds to metropolitan regions, and supporting the implementation of all modes of transportation, including transit. RTC members have until close of business on Friday, October 23 to provide comments on the Legislative Program. Comments or questions may be submitted to Rebekah Hernandez at rhernandez@nctcog.org.

An additional RTC Legislative Workshop will be held prior to the next RTC meeting on November 12 and it is anticipated the full RTC will be requested to act on the draft RTC Legislative Program at the November 12 RTC meeting.

UTP AND THE REGIONAL 10-YEAR PLAN

At the October meeting, the RTC voted to update the Regional 10-Year Plan to be consistent with what the Texas Transportation Commission decided to fund in the recently approved Unified Transportation Program (UTP).

UPCOMING RTC MEETINGS

The upcoming RTC meeting is scheduled for November 12, 2020, at 1:00 PM via teleconference, unless otherwise notified.



PROJECT UPDATES

Projects Under Construction:

- I-30 (Haskell Ave to west of Buckner Blvd): This \$15.9 million project that was let in September includes planning, concrete full depth repair, ACP overlay, and pavement markings.

- I-35E Lowest Stemmons: The \$83.5 million project to provide operational improvements consisting of collector-distributor roads and ramps between Oak Lawn Avenue and I-30 is scheduled for completion in the summer of 2021.
- I-35E Southern Gateway: The \$666 million project to rebuild and widen I-35E and US 67 between downtown and I-20 is scheduled for completion in the summer of 2022.
- SM Wright Phase II: The \$79 million reconstruction of SM Wright between I-45 and US 175 into a 6-lane parkway with traffic signals and sidewalks is scheduled for completion in fall 2023.
- I-635 East: The \$1.74 billion project to reconstruct and widen I-635 between US 75 and I-30 began construction earlier this summer and is scheduled for completion in late 2024.

Projects Under Design:

- I-35E Phase II (I-635 to Denton County Line): The \$600 million project to widen the I-35E, add managed lanes and collector-distributor lanes is expected to go to construction in August 2021.
- I-30 Canyon: The \$366 million project to reconstruct and widen I-30 between I-35E to I-45 is expected to go to construction in late 2024.
- I-20 Frontage Roads (Cockrell Hill Road to Hampton): The \$71 million project is expected to go to construction in late 2021.
- I-20 and Bonnie View Road: The \$2.4 million project to widen the bridge to add turn lanes is expected to go to construction in May 2021.
- Intersection of Gaston Avenue and SH 78: The \$5.7 million intersection reconfiguration is expected to go to construction in May 2021.
- Northaven Trail Bridge Over US 75: The \$17.6 million project is expected to go to construction in June 2021.

I-345 UPDATE

Having been engaged with City staff on street and ramp connections for the four different options for I-345—elevated, depressed, removal of freeway with boulevard improvements, and a hybrid of removal/depressed—TxDOT is now focused on traffic modeling for the options before taking them to the public for input. The public meetings TxDOT had planned for fall 2020 may be delayed due to COVID-19.



OCTOBER 2020 SERVICE CHANGES

Service changes are scheduled to take effect October 19, 2020. This will restore bus and rail service to 89.5 percent of pre-pandemic service levels. Some of the additional highlights of the October service changes are as follows:

- Core frequent bus and rail routes will operate at 20-minute frequencies during the daytime.
- Sixty-five bus routes with high passenger loads will return to pre-pandemic service levels. The remaining 48 routes would remain at emergency service levels through FY 2021.
- Nine low-performing and duplicative bus routes will be discontinued or changed, and the two routes in which there are no existing alternative routes present will be replaced with GoLink zones.

DARTZOOM BUS NETWORK REDESIGN

At the October 6, 2020 Board meeting, the ridership vs. coverage balance options still under consideration were 70/30, 75/25, and a hybrid option. Following a Board decision on the ridership/coverage balance, DART will develop a Draft Bus Network Plan starting in October with an expected completion in the first quarter of 2021. Development of the draft plan is expected to involve a second network design retreat with City staffs. Public hearings on the draft plan are expected to occur in the spring 2021, with adoption of the final plan in summer 2021. Additional information on DARTzoom can be found at <https://dartzoom.dart.org>.

Frequency Impacts:

75/25	70/30
<p>≈29%</p> <p>Of routes run midday at 20 minutes or better frequency</p>	<p>≈24%</p> <p>Of routes run midday at 20 minutes or better frequency</p>
<p>≈34%</p> <p>Of routes run midday at 40 or 60 minute frequency</p>	<p>≈45%</p> <p>Of routes run midday at 40 or 60 minute frequency</p>

Coverage Impacts:

75/25	70/30
<p>≈95%</p> <p>Of existing boardings are within ½ mile of service</p>	<p>≈97%</p> <p>Of existing boardings are within ½ mile of service</p>
<p>≈59%</p> <p>Of existing Service Area residents are within ½ mile of service</p>	<p>≈63%</p> <p>Of existing Service Area residents are within ½ mile of service</p>

2045 TRANSIT SYSTEM AND STREETCAR MASTER PLAN

DART is in the process of developing a 2045 Transit System Plan, which will incorporate the DART Zoom Bus Network Redesign and the Streetcar Master Plan under development, while accounting for the long-term fiscal impacts of COVID-19 in future system enhancements and service expansion. Public outreach is planned for this fall to obtain input on the plan's themes, goals, and actions. DART anticipates releasing a draft of the plan in January 2021 and adopting the final Transit System Plan in the summer 2021.

Per City staff's request, the streetcar recommendations for Dallas will be presented to the Dallas Transportation and Infrastructure (TRNI) Committee in late 2020 to confirm priorities for implementation. The Draft Streetcar Master Plan will be distributed to the DART Board, participating cities, interested organizations, and the public in fall 2020 and finalized for inclusion in the 2045 Transit System Plan in spring 2021.

SILVER LINE (COTTON BELT) UPDATE

At the September 22 meeting, the DART Committee of the Whole approved two resolutions pertinent to Silver Line right-of-way and adjacent properties. One of the resolutions declares public necessity, establishes just compensation, and authorizes the acquisition of parcels CB1-008 and CB1-012 located in Coppell, Texas, and parcels CB1-026 and CB1-027 located in Dallas, Texas, and authorization of eminent domain proceedings if necessary. The second resolution authorized the President/Executive Director or his designee to increase the contract value for the design-build services with Archer Western Herzog 4.0, Joint Venture for the Silver Line Regional Rail Project to include design of the Veloweb Hike and Bike Trail in the amount not to exceed \$14,979,703 from funding authorized by the North Central Texas Council of Governments (NCTCOG), for a new total authorized amount not to exceed \$962,675,498.

D2 SUBWAY UPDATE

DART anticipates that Final Environmental Impact Statement (EIS) and 30 percent design for D2 will be completed by fall 2020. City staff have been working with DART and stakeholder groups to identify improvements to City streets that will be reconstructed as part of project construction. On September 17, the Dallas Park and Recreation Board took action to approve Chapter 26 public hearing on park use at Pegasus Plaza and Belo Garden. In an interagency coordination meeting on I-345 between the City of Dallas staff, DART, TxDOT, and NCTCOG, TxDOT indicated that the D2 Subway as currently designed works with the different options being developed for I-345.

UPCOMING DART BOARD MEETINGS

There are upcoming Board meetings on October 20, 2020 and November 10, 2020.



Major projects under construction include:

- Dallas North Tollway (DNT) Improvements: Environmental engineering is underway to add a fourth lane in each direction between US 380 and Sam Rayburn Tollway.
- President George Bush Turnpike (PBGT) Widening Project: Construction is underway to widen PBGT to four lanes in each direction between I-35E to Belt Line Road in Irving and between SH 183 in Irving to I-20 in Grand Prairie. Construction is anticipated to be complete in 2022.
- Sam Rayburn Tollway (SRT) Fourth Lane Project: SRT is being widened with an additional lane in each direction along the entire tollway length. Construction is anticipated to be complete in December 2021.

Projects under development include DNT Extension Phase 4 and East Branch/State Highway 190. All future projects not in the planning phase have been halted.

There is a NTTA Board meeting scheduled for October 21, 2020 at 10:00 AM, and the upcoming Board meeting is scheduled for November 18, 2020.



At the September Dallas Regional Mobility Coalition (DRMC) meeting, representatives from NCTCOG/Regional Transportation Council, Dallas Area Rapid Transit, Denton County Transportation Authority, North Texas Tollway Authority, and Texas Central Railway provided updates on their agencies' activities.

The next DRMC meeting is scheduled for November 5, 2020 at 11:00 AM.

2019 Airport of the Year



At the October 1 meeting, the Board approved various expenditures and contracts, several related to creating a safe and healthy environment in the midst of the COVID-19 pandemic.

The next Board meeting will be November 5, 2020 at 8:30 AM. For more information, including agendas and actions, please visit www.dfwairport.com/board.



**TEXAS
CENTRAL**

The high-speed train between Dallas and Houston is one step closer to being a reality. The Federal Railroad Administration (FRA) released the final Rule of Particular Applicability (RPA) and the Record of Decision (ROD) for Texas Central Railroad. The ROD signifies the completion of the FRA's environmental review process that began in 2014. The RPA establishes safety standards for the Texas Central Railroad high speed rail system—the regulatory framework necessary for the project to move forward

Construction on the project, which is expected to take six years, could begin as soon as next year, according to Texas Central Railroad officials. The federal Surface Transportation Board still must approve the project before construction can begin.